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Operations



CONTROL OF VEHICLES ON THE AIRFIELD

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This regulation sets policies, procedures, and responsibilities for all agencies, including associates and contractors that operate or support vehicles on the Edwards AFB flightline.

SUMMARY OF REVISIONS

Updates Terms Explained (para 1); adds atch 6 (para 2.4); adds requirement to check base driving record (para 2.5); adds speed limit violations (para 3.4.3); changes taxiway to taxilane (para 3.5.7); updates parking restrictions (para 3.5.18); adds closed field procedure (para 3.5.20.3); updates bicycles/tricycles (para 6); updates color vision information (para 8.1); adds attachments 11, 12 and 13.

1. Terms Explained .

1.1. Aircraft Movement Area. Includes Main Base Runway 04/22, North Base Runway 06/24, South Base Runway 06/24, and all of Rogers (excluding Presidential viewing stand) and Rosamond Dry Lakebeds. The aircraft movement area also includes Taxiway A Helipads A-1 and A-2, and Towlane H Helipads H-1 and H-2, when helicopter operations are in progress and between the hours of sunset to sunrise. All vehicles or personnel operating on or within 100 feet of the aircraft movement area must have Edwards Control Tower approval (Command Post, callsign: CONFORM, when the control tower is closed) and maintain two-way radio communications with Tower/CONFORM at all times. See attachments 1 and 2.

1.2. Airfield. The area encompassing the flightline, taxiways, access roads, runways, North and South Base aircraft operating areas, and the entire areas of Rogers/Rosamond Dry Lakebeds

- 1.3. Authorized Vehicle Lanes. Areas and lanes outlined in white/yellow, designated and approved for vehicle traffic.
- 1.4. Carte Blanche Access. Normally granted to vehicles for operations on Rogers/Rosamond Dry Lakebeds. Vehicles will continuously maintain two-way radio communications with the tower and comply with all instructions.
- 1.5. Contractor Vehicles. Vehicles owned or leased by a contractor engaged in an approved project at Edwards AFB.
- 1.6. Emergency Vehicle. Any authorized emergency vehicle identified in AFFTCI 91-9, *Response to Aircraft Emergencies*, equipped with flashing emergency lights.
- 1.7. Flightline. For the purpose of access control, the flightline is defined as the area within the flightline security fences or any area where aircraft are taxied, towed, or parked.
- 1.8. Foreign Object (FO). Items such as rocks, nuts, bolts, cans, hairpins, pocket change, pens, pencils, etc., which can damage aircraft tires or be ingested into jet engines.
- 1.9. General Purpose Vehicles. Government owned or leased vehicles; telephone maintenance trucks and military designated general-purpose vehicles of 14,000 pounds gross vehicle weight (GVW) or less. Military and civilian personnel who possess a valid motor vehicle license issued in any of the 50 United States, the District of Columbia, Puerto Rico, or similar licensing jurisdiction may operate general purpose vehicles without further licensing, but must possess an AF Form 483, **Certificate of Competency**, to drive on the flightline.
- 1.10. Government Vehicles. Vehicles owned by the US Government, identifiable by government markings (i.e., US Air Force, Army, Navy, Marines, NASA, GSA, etc.). Government vehicles do not need flightline vehicle passes.
- 1.11. Hold Short Lines. Holding positions are necessary on all pavements that lead to an active runway or helipad. They designate a boundary intended to protect the runway from incursions, prevent interference with signals transmitted by electronic navigational aids, and protect helipads from incursions for hovering, departing and landing helicopters. Parallel lines identify holding positions. On Main Base, North Base, and South Base runways, four parallel lines (two solid, two dashed) yellow in color with a black background located on the taxiway at least 100 feet from the edge of the runway identify the hold short line. At runways, where possible, signs have been placed on both sides of the vehicle roadway to indicate approval from Control Tower or CONFORM is required to proceed. Do not cross these lines without Tower/CONFORM approval. (NOTE: There are no hold short lines on the lakebed runways.) Use extreme caution. For helipads, four parallel lines (two solid, two dashed) yellow in color with black background are located at least 100 feet from the edge of the helipad to allow for clearance of rotor blades. In addition, helipad hold short signs have been placed on both sides of the vehicle roadways instructing vehicle operators of modified 2-way radio procedures around and through the hazard area. Between sunrise and sunset, vehicle operators will STOP at the hold short line, visually check (including skyward) for helicopter operations; if none are observed, proceed without contacting Tower/CONFORM. If helicopter operations are in progress, vehicle operators will use the radio to contact Tower/CONFORM for instructions. Between sunset and sunrise, two-way radio contact with Tower/CONFORM is mandatory to cross/enter the helipad area.

1.12. Radio Equipped Vehicles. Any vehicle equipped with two-way radio channeled to the tower 121.8, 225.4, Trunk Net: TOWER/RAMP, or Fire Crash Net 173.5875. See attachment 7 for radio procedures.

1.13. Santa Fe Trail. An unmaintained, marked, tower-controlled roadway that crosses Rogers Dry Lake between Main Base and east shore shuttle viewing area. It allows rapid response to the Air Force Research Laboratory/Precision Impact Range Area (PIRA) by emergency vehicles.

1.14. Special Purpose Vehicles. For the purpose of this instruction, a special vehicle is any vehicle in excess of 14,000 GVW, or otherwise requiring a government driver's license to operate, as outlined in AFI 24-301, Vehicle Operations.

1.15. Unit Vehicle Control Monitor (VCM). Person appointed in writing by a unit commander to act as focal point for all flightline vehicle pass requests.

1.16. Vehicle Control Officer/Vehicle Control Noncommissioned Officer (VCO/VCNCO). Person appointed in writing by a unit commander to act as focal point for all government vehicle matters.

1.17. Flightline Entry Control Points. Edwards AFB flightline is a controlled area. Vehicles/personnel are permitted to enter the flightline through the following perimeter control points: Base Operations gate, bldg 1200 off Wolfe Ave (when activated); walk through gate off Flightline Drive at rear of bldg 1250; TPS gate bldg 1220 (TPS use only); bldg 1260 gate off Wolfe Ave, walk through/vehicle (Marine use only); Life Support gate (walk through only), rear of Bldg 1407, off Popson Ave; bldg 1600 gate, Yeager Blvd and SW corner of bldg 1600 is the only 24 hour vehicle entry point to the flightline; bldg 1609 gate, off Wolfe Ave at Bldg 1609 (when activated); F-16 gate, off Wolfe Ave at bldg 1635; F-15 gate, off Wolfe Ave at bldg 1810 (when activated); bldg 1820/1830 gate, off Wolfe Ave at bldg 1825 (when activated); F-22 gates, off Wolfe Ave at bldgs. 1874/1881; F-22 gate off Forbes Ave at bldg 1870; and the Special Ops gate off Forbes Ave at bldg 1864. North Base, South Base, and NASA have their own entry control points, which are operated and maintained by the respective sites.

1.18. Distance Criteria for Mobile Obstacles. Edwards AFB runway is considered a class B runway. The following criteria apply: No obstruction within 1000 feet of Runway 04/22 centerline (navigation aids excluded); fixed or mobile obstacles within 200 feet from taxiway centerlines; fixed or mobile obstacles, 125 feet for aprons; where helicopters are involved, minimum 100 feet from centerline of taxiway; on aprons for mobile obstacles 75 feet (for all but H-53 helicopters). H-53 helicopters require 100-foot clearance.

1.19. Restricted Areas. IAW AFI 31-101, the F-15 Area, Ramp 8; F-16 Area, Ramp 7; F-22 Area Ramps 11 and 12; the South Base Complex; Aircraft Parking Rows R thru S on the Main Ramp and PADS 27, 28 and 29 are designated as Restricted Areas. A RED painted line on the concrete surface or as posted on a perimeter fence, with "Restricted Area" signs painted/posted at 100' intervals, identifies these areas. Entry by authorized personnel only is strictly enforced. Anyone making an unauthorized entry or "breaking red" is subject to be apprehended and further actions if necessary. See attachments 11 and 12.

2. Responsibilities:

2.1. The 412th Operations Support Squadron Commander (412 OSS/CC) is responsible for vehicle operations on the airfield. This includes authority to approve or disapprove vehicle access.

2.2. The airfield manager (412 OSS/OSAM) is delegated responsibility to supervise provisions of this instruction, provide flightline drivers training to unit VCO/VCNCOs, and to approve or disapprove operators and/or vehicle access to the flightline. The airfield manager may also revoke flightline driving privileges.

2.3. The Security Forces Commander (95 SFS/CC), when necessary, is responsible for enforcement action. Any incident, which brings into question the qualifications of a flightline vehicle operator, will be reported to Airfield Management.

2.4. Each commander, director, division chief, and contract manager is responsible for ensuring this instruction is followed. Unit commanders screen and carefully select VCO and VCNCOs; certify personnel are qualified to drive on the flightline (see attachment 6 Sample AF Form 171, Section IV) through their VCO/VCNCO; and review driving records of individuals required to drive on the flightline. In addition, unit commanders are authorized to revoke flightline driving privileges. Upon suspension/revocation of a unit member's civilian drivers license by civil authorities or when a member's on-base driving privileges are suspended/revoked by the installation commander, suspend/revoke the member's flightline driving authorization and notify the unit VCO/VCNCO and airfield management in writing.

2.5. Unit commanders assign unit Vehicle Control Officers in accordance with AFI 24-301, *Vehicle Operations*. The VCO/VCNCO, in conjunction with supervisors, is responsible for identifying vehicle operators within their organization who are required to drive on the airfield and provide vehicle operator training as required by this and other directives. The VCO/VCNCO also ensures personnel receive color vision testing unless it's already required for their AFSC. The VCO/VCNCO has flightline driving revocation privileges and must notify the unit commander and airfield manager in writing after revoking an individual's flightline driving privilege. The VCO/VCNCO will establish procedures to perform an annual recurrence program for those holding a flightline driving Certificate of Competency, AF Form 483, emphasizing procedures and reviewing recent incidents. The individual's driving record will be reviewed with Security Forces at this time to ensure the individual has base driving privileges. The VCO/VCNCO will give a flightline driving familiarization briefing to TDY personnel. TDY personnel may not operate a vehicle at a temporary duty location without a valid AF Form 483, issued by the base of assignment.

3. General.

3.1. Main Base and Rogers/Rosamond Dry Lakebed Aircraft Operating Areas. The control tower will permit only those drivers with authorized call signs, assigned by competent authority or by airfield management (Atch 3), to enter or cross runway 04/22 and the Rogers/Rosamond Dry Lakebeds. Other drivers with a temporary valid operational requirement to enter or cross these areas must get prior approval and a call sign from Base Operations. Base Operations will provide the tower with the required information on such exceptions. Vehicle operators whose vehicles become disabled on the lakebeds or on a runway will immediately notify the control tower via two-way radio. They will also activate their emergency or flasher warning lights. The tower approves authorized vehicles to cross operational runways at the following locations:

3.1.1. Designated Runway Crossing Locations. These crossing locations are for normal operations. During emergencies or special requirements, the situation will govern the best crossing location.

3.1.1.1. Runway 04/22. Crossings are approved at Taxiway B (center taxiway) and Taxiway C (east taxiway). Munitions vehicles actually delivering munitions must use Taxiway C except for deliveries to the South Base Complex, when they may use Taxiway B.

3.1.1.2. South Base. On the designated roadway at each end of the Runway 6/24.

3.1.1.3. Lakebed Runways. Any location authorized and approved by the tower.

3.1.1.4. North Base. Any location authorized and approved by the tower.

3.1.1.5. Santa Fe Trail. All vehicles must be radio-equipped and authorized by the control tower to operate on the Santa Fe Trail. Use of the Santa Fe Trail is prohibited except for emergency travel, lakebed maintenance, airfield management inspections and time-essential, direct test mission support travel to the PIRA by authorized range control officers. All exceptions must be pre-coordinated and approved by airfield management. Base Operations will provide tower with the required information on any exceptions. Tower approves authorized vehicles to use the Santa Fe Trail.

3.1.1.6. The Presidential Viewing Stand and the co-located fly-by-tower, though technically on the lakebed, are not a part of the airport movement area. As such, vehicles traveling to these locations via the Santa Fe Trail, from the west side, or parked there, do not need to have two-way radio contact with the tower.

3.1.2. Entering and crossing runways, operational helipads (Taxiway A and Towlane H), and lakebeds when the airfield is closed (tower unmanned):

3.1.2.1. Authorized drivers requiring access to or crossing of Rogers and Rosamond dry lake beds, Main Base Runway 04/22, operational helipads or North and South Base runways will notify CONFORM on UHF 304.0 or Trunk Net before entering the lakebed or runway and when exiting the lakebed or runway. Vehicles remaining on the lakebed or runway 04/22 for more than one hour will report hourly to CONFORM.

3.1.2.2. Drivers whose vehicles become disabled on the lakebeds, Main Base Runway 04/22, North or South Base runways, will contact CONFORM via radio. The operator will display flasher-warning lights and contact the 95 ABW Command Post by telephone (if radio is in-operative) as soon as possible.

3.2. North Base and South Base Aircraft Operating Areas. Vehicles operating within these areas are not visible from the tower and strict adherence to proper procedures is needed to ensure safety of aircraft operations. The following requirements apply to vehicle operations within these areas.

3.2.1. All vehicle operations must be pre-coordinated with Base Operations.

3.2.2. Tower approval is required to enter or cross North Base Runway 06/24 and South Base Runway 06/24.

3.2.3. Only radio-equipped vehicles, or vehicles escorted by a radio-equipped vehicle, are authorized to operate on North and South Base runways.

3.2.4. Vehicle operators must be alert for aircraft taxiing, landing and taking off while crossing or operating on the runways/taxiways. The South Base access road to the Aero Club runs parallel to a taxilane, and at one location is crossed by a taxilane used by contractor shuttle aircraft. Exercise extreme caution in these locations.

3.2.5. Prior to entry or crossing operational runway proceed to hold short lines (100 feet short of runway edge, marked with four parallel yellow lines -- two solid, two dashed). Contact tower via two-way radio and request approval to enter/cross runways.

3.3. Airfield Construction and Maintenance. Airfield management must coordinate on and approve all vehicle operations, equipment locations, construction, airfield maintenance activities, or any special operation within the airfield area of the Main Base, North and South Base areas, and Rogers/Rosamond Dry Lakebeds. After the airfield manager has approved the work, he/she will make tower and all flying agencies aware of the work via local NOTAM. When work constitutes a hazard to taxiing aircraft the area will be closed or a qualified individual will be stationed at the site to wing-walk aircraft around the obstruction. These areas will be kept clear of FO and free of other hazards at all times.

3.4. Speed Limits. The roadway along the north edge of Main Ramp, the control tower, Base Operations, and all roadways leading from ramps and pads to main taxiways have a maximum speed limit of 15 MPH for general purpose vehicles. Special purpose vehicles will not exceed 10 MPH. No vehicle will operate in excess of 5 MPH when in close proximity (25 feet) to parked aircraft. When helicopter operations are in progress on Taxilane A, the speed limit is 5 MPH in the vicinity of the aircraft. Aircraft will not be towed more than 5 MPH at any time. A maximum speed limit of 30 MPH applies to the roadways next to Taxiways A, B, C, D, E, and G (see Atch 10).

3.4.1. Speed Limits on Lakebeds. A maximum speed limit of 35 MPH for all heavy equipment and construction vehicles such as road graders, dump trucks, special use vehicles and similar equipment on or within 50 feet of the lakebed runway edge marks is allowed. A maximum speed limit of 25 MPH using extreme caution on all other areas of the lakebeds is allowed. A maximum speed limit of 50 MPH for general purpose vehicles such as pickups, vans, SUVs and similar vehicles on or within 50 feet of the lakebed runway edge marks and Santa Fe Trail is allowed. A maximum speed limit of 35 MPH, using extreme caution, is allowed on all other areas of the lakebed.

3.4.2. Emergency vehicles responding to an emergency and airfield management or transient alert vehicles responding to situations requiring expedited response are exempt from these restrictions, but will travel only as fast as safety permits.

3.4.3. Speed Limit Violations. Contact the 95th Security Forces to report excessive speed violators. After Security Forces interview the violator, they will escort the violator to Base Operations, or contact Airfield Management at Ext 7-3808. Airfield Management will:

3.4.3.1. Obtain facts about the incident from the Security Forces personnel.

3.4.3.2. Withdraw violator's AF Form 483 as necessary.

3.4.3.3. Debrief the violator on actions to be taken as a result of the incident.

3.4.3.4. Call unit VCO/VCNCO and violator's immediate supervisor with withdrawal of AF Form 483 information, as necessary.

3.4.3.5. Notify the unit commander, in writing, of the events that occurred and action taken.

3.4.3.6. Maintain a file on all violations for 1 year.

3.5. Vehicle Operating Restrictions. The following operating restrictions must be adhered to when operating on Edwards AFB airfield areas.

3.5.1. No person will operate a vehicle within the airfield area without special authorization. Job necessity is the only consideration in determining vehicle use on the flightline; personal convenience will not be considered.

3.5.2. No person will operate a vehicle at a speed or in a manner that is not reasonable or prudent with due regard for life, property, or road and traffic conditions. The maximum speed limit for normal airfield operations is 15 MPH unless otherwise posted (see para 3.4 above). The maximum speed limit on taxiways, with radio equipped vehicles, is 30 MPH. Exception: when in close proximity (25 feet) to helicopters on Taxiway A and Towlane H helipads, the speed limit is 5 MPH. (Airfield Management and transient alert vehicles are exempt from this restriction during situations requiring expedited response.)

3.5.3. When entering the flightline area vehicles must stop, turn off the ignition, and inspect tire treads for FO (rocks, mud, etc.)

3.5.4. All articles located within a vehicle must be secured to preclude them from falling/blowing out of the vehicle and causing damage to aircraft engines and/or tires.

3.5.5. When it can safely be accomplished, vehicle operators are responsible for stopping and picking up any foreign objects that are observed while driving on the flightline. FOD control is everyone's responsibility.

3.5.6. All vehicle operators must use extreme caution in the vicinity of Taxiway D and Pad 18 (Thrust Stand), since they are used to enter and exit lakebed runways.

3.5.7. Extreme caution must be used in the vicinity of the intersection of Ramp 3 and Taxilane F (Main Ramp). Various types of aircraft park on Ramp 3 and taxi to the runway through this intersection. In addition, parking areas between Row L thru O and pad 26 are designated for Marine helicopter operations. The west side vehicle roadway along Taxiway E between Ramp 8 and Ramp 9 is in a possible landing zone for helicopter operations. Awareness of activity in the area is critical. Due to radar frequency (RF) hazards, caution is required where aircraft maintenance is being performed on ramps and parking areas. These radar beams can cause serious health problems to personnel. Avoid areas near aircraft that are cordoned off for this purpose. Do not enter the cordoned area.

3.5.8. Only radio-equipped and special purpose vehicles are permitted to operate outside authorized vehicle lanes and areas. Before towing an aircraft on or across an established taxiway or runway, the tow supervisor will obtain clearance from the control tower. At no time will any aircraft be towed on or across runways or taxiways without advance approval from Tower/CONFORM. The primary means of communication will be the aircraft radio. An alternate method (when conditions restrict aircraft battery operation) is through an escort vehicle in direct contact with Tower/CONFORM. The radio-equipped escort vehicle will accompany the aircraft throughout the towing operation. Do not operate non-radio-equipped vehicles on a runway or taxiway unless prior approval has been obtained from Base Operations (412 OSS/OSAM) and the vehicle has been authorized by the control tower through a radio-equipped escort vehicle.

3.5.9. Vehicles must come to a complete stop at all intersections marked with stop signs or "STOP" painted on the pavement.

3.5.10. Taxiway crossing is permitted only at designated points and only after a complete stop to ensure that it is safe to proceed.

3.5.11. Emergency vehicles displaying flashing red lights and/or sirens have the right-of-way over all other traffic. Emergency vehicle operators must still exercise caution when operating around stopped or taxiing aircraft.

3.5.12. Do not drive off the paved surfaces of the designated routes and parking areas. (Exception: Vehicle operators may pull off the paved surfaces when giving right of way to responding emergency vehicles or to avoid large aircraft by 25 feet while taxiing. Reenter the paved surface ONLY after removing FO from tires and ensure the paved surface is free of FO after entry).

3.5.13. Aircraft moving on the airfield have the right-of-way over all surface vehicles, except authorized vehicles responding to emergencies. Drivers will stop or yield to provide positive clearance from any aircraft.

3.5.14. No vehicle will pass beneath any part of a parked aircraft. Drivers picking up or discharging passengers will be brought to the side, front, or rear of the aircraft, and nosed away from the aircraft. CAUTION: Never approach any helicopter with rotors turning from the rear. Always approach from the front or side in a crouched manner when you have eye contact with either the pilot or crew chief and given permission to proceed.

3.5.15. Do not drive vehicles within 25 feet of an aircraft unless the aircraft is being serviced, loaded, or unloaded. In this case, use backing spotters and place wheel chocks behind the vehicle at least 10 feet from the aircraft to prevent backing into a parked aircraft.

3.5.16. OJT vehicle operators are not allowed within 50 feet of an aircraft unless the operator is being trained specifically in the duties that require such operation.

3.5.17. Turn off vehicle headlights shining toward a moving aircraft at night so the pilot will not be blinded or his/her night vision affected. Turn on vehicle parking lights to show position until aircraft is out of range. Use emergency warning flashers (directional signals front and rear) when parked on flightline at night or during inclement weather.

3.5.18. If required to leave a vehicle unattended on the flightline, turn off and leave keys in ignition, place transmission in reverse, or park for automatic transmissions, set parking brake, and leave unlocked. All powered vehicles and all equipment mounted on wheels without integral braking systems must use wheel chocks.

3.5.19. For maximum safety, do not park or drive vehicles closer than 25 feet in front of or 200 feet to the rear of any aircraft with engines running or about to be started. Vehicles parked at the side of the aircraft will be located clear of the wing tips and be clearly visible to the cockpit personnel.

3.5.20. Control Tower Light Signals. Light gun signals for control of ground vehicles are not used at Edwards AFB.

3.5.20.1. If a vehicle operator experiences radio failure (NORDO), cannot establish radio contact with the tower, or notices runway lights being turned on/off several times (runway lights flashing) while on the Main Base Runway, immediately exit the runway and remain clear until radio contact is re-established. If a vehicle operator experiences radio failure or cannot establish radio contact with the tower while on any other part of the movement area (North Base Runway, South Base Runway, lakebed, etc.), immediately exit the movement area and remain clear until radio contact is re-established. **DO NOT CROSS ANY LAKEBED RUNWAYS WHEN EXITING THE LAKEBED.**

3.5.20.2. If the tower cannot establish radio contact with a vehicle on the Main Base Runway, controllers will flash the runway lights and contact Base Operations/Airfield Management via the landline/trunk net to initiate further recall action. If tower cannot establish radio contact with a vehicle on any other part of the movement area (operational helipads, North Base Runway, South Base Runway, lakebed, etc.), controllers will contact Base Operations/Airfield Management via land line/trunk net to initiate recall action. Once notified, Base Operations/Airfield Management will dispatch a radio-equipped vehicle to escort the NORDO vehicle from the movement area and determine the reason for lost radio communication.

3.5.20.3. **NOTE:** If a vehicle is on Main Base runway during closed field operations (tower closed) and the runway lights come on; exit the runway immediately and contact Conform. The lights coming on indicate an aircraft is approaching the airfield to land.

3.5.21. Do not operate vehicles (other than marked government and special purpose vehicles) on the flightline without displaying the proper flightline vehicle pass.

3.5.22. Authorized contractor vehicles will not be operated on the flightline without the proper contractor emblem or sign posted on each side of the vehicle and a valid AFFTC Form 5436 (Green), Edwards AFB Vehicle Flightline Pass, on display in the front windshield area. Airfield Management issues and controls these forms.

3.5.23. Authorized TDY rental vehicles must have an AFFTC Form 5292, Edwards AFB Temporary Flightline Pass (Red Card) overprinted with "No Decal/Emblem Required" on display in the front windshield area to operate on the flightline. TDY personnel who are authorized a rental car on their orders may obtain a temporary flightline pass from Base Operations after sponsoring unit VCO/VCNCO has conducted flightline driving familiarization briefing and provided the necessary information on an AF Form 483.

3.5.24. Flightline parking is only authorized in approved parking areas and spaces approved by the airfield manager.

3.5.25. Flightline parking must not impede aircraft support activity. If aircraft maintenance activities are affected by vehicular traffic, flightline parking authorizations may be revoked.

3.5.26. Remove all flightline vehicle passes from display once the vehicle exits the flightline.

3.5.27. In the interest of safety and the protection of government assets, report all observed driving violations to the Airfield Manager or Chief of Base Operations for follow-up action as necessary.

3.5.28. Repeated violations may result in individual's and/or organization's loss of flightline driving privileges. Security Police personnel may issue citations to vehicle operators not complying with this directive.

3.5.29. The Instrument Landing System (ILS) glide slope critical area is located on the south side of Runway 22 at the approach end. The vehicle roadway leading to the hold-short position to cross the active runway goes through the critical area. Vehicles moving in the critical area create interference with signals transmitted by electronic navigational aids for approaching aircraft. From the south, all vehicles crossing this area must stop as indicated, and not proceed to the hold line without tower approval. Vehicles crossing Runway 22 from the north must also have tower approval to proceed south through the critical area. The ILS localizer critical area is located on the approach end of Runway 04. It is accessible only by back roads not normally used by anyone

other than NAVAIDS maintenance personnel. These back roads are off limits except to emergency response vehicles and NAVAIDS maintenance without pre-coordination with Airfield Management. To prevent interference with electronic signals transmitted do not enter the ILS localizer critical area without permission from the tower.

4. Construction Vehicles. The Contracting Directorate (AFFTC/PK) is responsible for coordinating all construction contracts requiring vehicle access to the airfield. PK accomplishes this coordination during the pre-construction conference with assistance from Airfield Management, Civil Engineering, Security Forces, Safety, and any others deemed necessary. The PK VCO/VCNCO provides Flightline Drivers Training when a contract requires personnel to drive vehicles on the flightline. Vehicles required under the contract must be identified by vehicle make, model, and license number. They will be allowed to enter the flightline at an agreed upon entry point to follow a prescribed route to the construction site. Airfield Management determines flightline pass and vehicle marking requirements based on length of contract work. When airfield contractors are required cross ramps and taxiways they must pre-coordinate their activities with Airfield Management before any equipment or personnel are in place. AFFTC/PK ensures contractors receive a briefing by Airfield Management on routes and other procedures to minimize hazards from operating construction and contractor vehicles on the airfield.

5. Emergency Response Vehicles. The following guidelines apply to all emergency vehicles responding to an aircraft emergency:

5.1. Emergency vehicles, as identified in AFFTCI 91-9, responding to an emergency requiring runway or lakebed access will adhere to the following:

5.1.1. Radio-equipped vehicles will:

5.1.1.1. Obtain tower authorization for themselves.

5.1.1.2. Obtain tower authorization for vehicles that are not radio-equipped, as necessary.

5.1.2. Vehicles without radios will:

5.1.2.1. Proceed to the closest point, with reference to the emergency, using authorized traffic lanes and obeying the posted speed limit.

5.1.2.2. Not enter or cross a runway or lakebed area unless authorized by the tower through a radio-equipped vehicle.

5.2. Emergency response vehicles, other than those essential to aircraft safety, will resume travel via normal designated vehicle routes after the emergency is terminated.

6. Bicycles/Tricycles. Unit/company owned bicycles/tricycles are permitted on the flightline for official business only. The following restrictions apply to their operation:

6.1. All travel is limited to the designated flightline roadways except when used for official duties involving FOD checks and aircraft maintenance activities.

6.2. Bicycles/tricycles are not permitted to enter or cross any runway.

6.3. All bicycles/tricycles used at night or limited visibility will be equipped with operating head and tail lamps.

6.4. No flightline pass is required for these vehicles.

6.5. Each bicycle/tricycle operator must attend a flightline driver's course.

7. Vehicle Operations On Main Base Runway 04/22. The following rules apply to all vehicle operations, other than responses to emergencies/mishaps (governed by AFFTCI 91-9), on runway 04/22.

7.1. Runway Crossings. Unless otherwise directed by airfield management, all vehicles (except munitions delivery and those identified in attachment 3) should cross Runway 04/22 at Taxiway C under direct radio control of the tower.

7.1.1. Munitions Delivery Vehicles. Vehicles carrying munitions are authorized to cross Runway 04/22 at Taxiway C. When delivering munitions to South Base drivers are authorized to cross at center taxiway as required, under direct radio control of tower/CONFORM.

7.1.2. Vehicles With Permanently Authorized Call Signs. Vehicles operating with permanently approved call signs, as identified in attachment 3, may cross Runway 04/22 at any location under direct radio control of the tower.

7.1.3. Vehicles with temporary authorized call signs may be allowed to cross Runway 04/22 at locations other than Taxiway C if pre-coordinated with Base Operations and under direct radio control of the tower.

7.2. Runway Operations. All vehicle operators on Runway 04/22 except those with permanently authorized call signs, must be pre-coordinated and approved by Airfield Management. All vehicle operations on Runway 04/22 will be controlled by and be in direct radio contact with the control tower.

7.3. Runway Intrusions. The following procedures apply to runway intrusions:

7.3.1. Upon being notified of a runway intrusion, the Airfield Manager or a representative will immediately revoke the flightline driving privileges of the alleged violator.

7.3.2. The Airfield Manager will notify the alleged violator's immediate supervisor of the revocation.

7.3.3. Airfield Management will conduct an investigation; collect statements from the alleged violator, control tower, and any other witnesses. Results of the investigation will be reported to 412 OSS/CC.

7.3.4. If it's determined the alleged violator did commit an illegal runway intrusion, the violator, his or her immediate supervisor, along with a representative of Flight Safety (if the intrusion involved an aircraft) and a representative of Airfield Management, will personally meet with the 412 OSS/CC to determine if the violator's flightline driving privileges are to be reinstated. Violator must, as a minimum, receive remedial flightline drivers training prior to being re-certified to drive on the Edwards flightline.

8. Flightline Driver's Training Requirement. All personnel who operate motor vehicles/bicycles/tricycles on the airfield must successfully complete a flightline vehicle operator's familiarization course approved by the Airfield Manager. All individuals shall receive a daytime and nighttime check ride after receiving all required training. Exception: Civilians identified as performing duties only during daylight hours require a day orientation ride only. The AF Form 171 must indicate that the individual is authorized for daylight driving only. The AF Form 483, **Certificate of Competency**, will be annotated "Authorized Daylight Hours ONLY". In addition, all personnel will be required to successfully pass a written flight-

line driver's test. VCO/VCNCO will give a flightline driving familiarization briefing to TDY personnel (See attachment 8). TDY personnel may not operate a vehicle at a temporary duty location without a valid AF Form 483 issued by the base of assignment. The following procedures apply to obtain flightline driver training:

8.1. Supervisors will request training by submitting overprinted AF Form 171, Requests for driver's training and additions to US Government Driver's License (attachment 6), to their unit VCO. Unit VCO/VCNCO will contact the non-flying section of Flight Surgeon's office (95 AERMS/SGP) for a test to determine if the individual(s) can distinguish between the colors red, green, white, yellow, and blue. (Note: aircrew members or other AFSCs that require full color vision capability do not need to retake this color test). Coordination with Airfield Management may be necessary to evaluate those cases where individuals fail the color vision testing to determine if issuance of a "Limited Access" permit should be approved. Limited access in these cases will not include or involve access to movement area. Upon completing a color vision test (if required) and after the unit commander or designated representative has reviewed individual driving records, the unit VCO/VCNCO will conduct the required training and administer the flightline driver's test (check ride) and flightline driving test (written). Operators must pass the written test with a minimum score of 80 percent. Upon completion of training the unit commander will certify Section IV of AF Form 171. The unit VCO/VCNCO will then issue the AF Form 483 to all operators of motor vehicles required to operate on the Edwards AFB flightline.

8.2. Upon validation/issuance (if applicable) operators will return AF Form 171 to unit VCO/VCNCO for file/disposition.

8.3. Those personnel who fail the flightline drivers test will be scheduled for a retest not less than 24 hours later.

8.4. Airfield Management will review and update the Flightline Driver's Training Program annually.

8.5. Unit VCO/VCNCO will provide Airfield Management (412 OSS/OSAM) a current roster of assigned personnel authorized to operate a motor vehicle on the Edwards AFB flightline by the third work day of Dec, Mar, Jun, and Sep to include name, grade, social security number (SSN), and last test date (not to exceed one year).

9. Flightline Parking. Attachment 4 shows the approved flightline parking areas for contractor and privately owned vehicles. Parking within these designated areas is authorized only in approved parking spaces. The only exception is quick-stop parking for loading and delivering operations. Unit commanders are responsible to closely screen requests for flightline parking authorizations to ensure valid justification and to ensure parking is restricted to an absolute minimum. Justification must be re-submitted annually. Justification from units requesting flightline parking must include reasons why flightline parking is essential and why off-flightline parking is unacceptable. Job necessity is the key. Personnel convenience will not be considered.

10. Flightline Pass Procedures. It is essential that vehicle operations on the flightline be kept to a minimum and that only authorized, trained drivers be allowed to operate a vehicle on the flightline. All vehicles except government motor vehicles and special purpose construction type vehicles require a color-coded pass to enter the flightline. IAW AFI 31-204, para 3.1.1.2, rental vehicles will be treated as government vehicles when used for official business by military or DoD personnel.

10.1. Unit Vehicle Control Monitor (VCM) Responsibilities. Individual units will appoint a VCM in writing to 412 OSS/OSAM. Contractors participating in a Combined Test Force (CTF) will work through the CTF VCM for vehicle pass requests. Contractors performing flightline work outside a CTF will designate their own VCM. The VCM will be the focal point for all pass requests and will obtain passes from 412 OSS/OSAM. The VCM will issue passes within the unit upon verifying operator training and develop internal controls to prevent abuse and misuse of the flightline passes (see attachment 9). The VCM will maintain a log of all individuals and/or vehicles to which passes are issued. The VCM is responsible for recovering/revoking passes when individuals depart the organization or when passes are no longer required. The VCM will document the loss of any pass, including the pass number, in a letter to 412 OSS/OSAM. The letter should accompany a new AFFTC Form 5129, **Flightline Pass Request**, if a replacement pass is being requested. The VCM and 412 OSS/OSAM will keep a copy of the letter documenting lost passes on file. VCMs will be required to conduct an annual pass revalidation upon notification from 412 OSS/OSAM to ensure all vehicle passes are still accounted for. Inadequate unit pass control evidenced by violations of flightline vehicle operating procedures or improper use of vehicle flightline passes may result in withdrawal of all unit passes until proper controls are set up. **Note:** VCM duties may be assigned concurrently with duties assigned to the unit VCO (AFI 24-301).

10.2. AFFTC Form 5436 (Green), **Edwards AFB Vehicle Flightline Pass**, allows authorized contractor vehicles entry to the airfield area at any flightline gate authorized by Airfield Management. Vehicles must be registered to a company (not individual). This pass is interchangeable among authorized and properly marked vehicles. Each pass issued to the requesting organization must be controlled to ensure proper use. Vehicles will display the pass in the front window when on the flightline. Marked government/military vehicles do not require an Edwards AFB Flightline Pass.

10.2.1. Obtaining Passes. The requesting agency will route an original and one copy of AFFTC Form 5129, **Flightline Pass Request**, through the individuals' unit commander, CTF director, or respective staff office, along with a copy of the vehicle registration, to 412 OSS/OSAM. Flightline pass requests initiated by AFFTC staff offices, 412 TW, 95 ABW, three-letter offices and contractors not assigned to a CTF, may be signed by the chief of that activity in the unit commander block.

10.2.2. Vehicle Operator Qualifications. To operate a vehicle on the flightline with this pass, the operator must have a valid state driver's license and complete flightline driver's training.

10.2.3. Vehicle Markings. Contractor vehicles operating on the flightline must have the contractors' name or company emblem in easily readable letters on each side of the vehicle.

10.3. AFFTC Form 5436 (White/Green Vehicle Parking Pass), **Edwards AFB Vehicle Flightline Pass**, allows entry to the flightline area at a designated vehicle gate only for travel to a specific parking area or routes indicated in Attachment 4. Vehicles displaying the white AFFTC Form 5436/Green Strip with the proper number (corresponding to the numerical designation of the parking area) will use the most direct route of travel as determined by the Airfield Manager to and from the respective parking area (see attachment 9). **This pass does not allow general flightline driving or entry into restricted areas and runways.** Failure to follow route or parking area restrictions may result in loss of parking privileges and confiscation of the parking pass.

10.3.1. Obtaining the Pass. Send an original and one copy of AFFTC Form 5129, **Flightline Pass Request**, through the commander, CTF director, or responsible staff office to 412 OSS/OSAM.

Flightline pass requests initiated by AFFTC staff offices, 412 TW, 95 ABW three-letter officer, and contractors not assigned to CTFs may be signed by the chief of their activity in the unit commander block.

10.3.2. Vehicle Operator Qualifications. To operate a vehicle on the flightline with this pass, the operator must have a valid state driver's license and complete flightline driver's training.

10.3.3. Vehicle Markings. No special markings are needed to operate a vehicle using this pass. The pass must be displayed in the front window and visible at all times while on the flightline and in the designated parking area.

Motorcycles must have the pass visibly displayed.

10.4. AFFTC Form 5436 (Blue), **Edwards AFB Vehicle Flightline Pass**, allows select privately owned and unmarked government vehicles to operate within the airfield area for official business. Personnel operating POVs on the flightline area may be held financially liable if a mishap occurs involving their vehicle. These passes are limited and are issued only upon approval of the 412 OG/CC.

10.4.1. Obtaining This Pass. Send a letter through the unit commander to 412 OG/CC for approval. The request must be justified to include: type/frequency of use; explanation why government vehicle use is unacceptable; and identification of individuals (by job titles) authorized to use the pass. Upon approval the requesting agency will hand-carry the approved request to 412 OSS/OSAM for pass issue.

10.4.2. Vehicle Operator Qualifications. To operate a vehicle on the flightline with this pass, the operator must have a valid state driver's license and complete flightline driver's training.

10.4.3. Vehicle Markings. No special markings are needed, however, all vehicles must display the pass in the front window at all times.

10.5. AFFTC Form 5292 (Red), **Edwards AFB Temporary Flightline Pass**, allows entry to the flightline area for operations within the airfield area as briefed by 412 OSS/OSAM. The pass is issued by Base Operations for short-term flightline vehicle operations by contractors, military/civilian DoD, TDY rental vehicles, etc. Base Operations will enter the area for which the temporary pass is authorized (e.g., Area 3, 4, etc.) and will overprint the pass with "No Decal Required" as necessary and enter an expiration date. In the event multiple areas are required in the performance of the duties/contract, all area numbers i.e. 1,2,3,4,5 will be placed on the card. The AFFTC Form 5292 must be readily visible when operating on the Edwards AFB flightline.

10.5.1. Obtaining This Pass. Individuals requiring short-term flightline vehicle operations must personally process through Base Operations. 412 OSS/OSAM will verify flightline travel requirements by official travel orders or responsible contracting agency. Questions of validity concerning requirements will be referred to 412 OSS/CC.

10.5.2. Vehicle Operator Qualifications. To operate a vehicle on the flightline with this pass, the operator must have a valid state driver's license and complete flightline driver's training.

10.5.3. Special Exemptions. Delivery vehicles requiring temporary flightline access to deliver materials (i.e., asphalt, steel, concrete, lumber, gravel, fuels, etc.) to flightline sites are exempt from paragraphs 10.2.2. relating to attending flightline driver's course, and 10.2.3. above, provided:

10.5.3.1. Authorized personnel with escort authority will escort them to and from the flightline site.

10.5.3.2. The escort has completed flightline driver's training.

10.5.3.3. The vehicle has a valid AFFTC Form 5292, **Temporary Flightline Pass**.

11. Forms Prescribed:

11.1. AFFTC Form 5129, **Flightline Pass Request**.

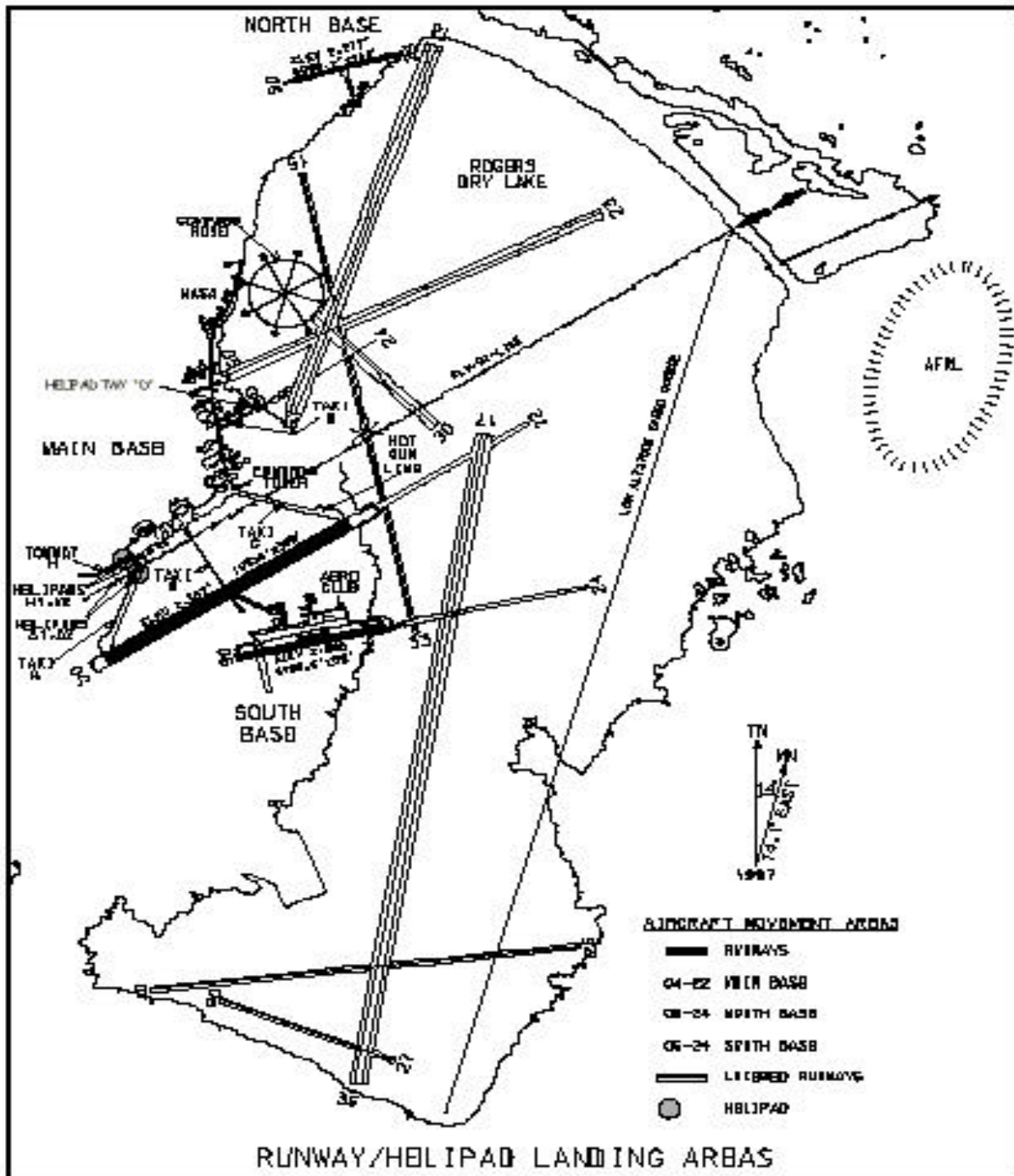
11.2. AFFTC Form 5292, **Edwards AFB Temporary Flightline Pass**.

11.3. AFFTC Form 5436, **Edwards AFB Vehicle Flightline Pass**.

WILBERT D. PEARSON, JR., Major General, USAF
Commander

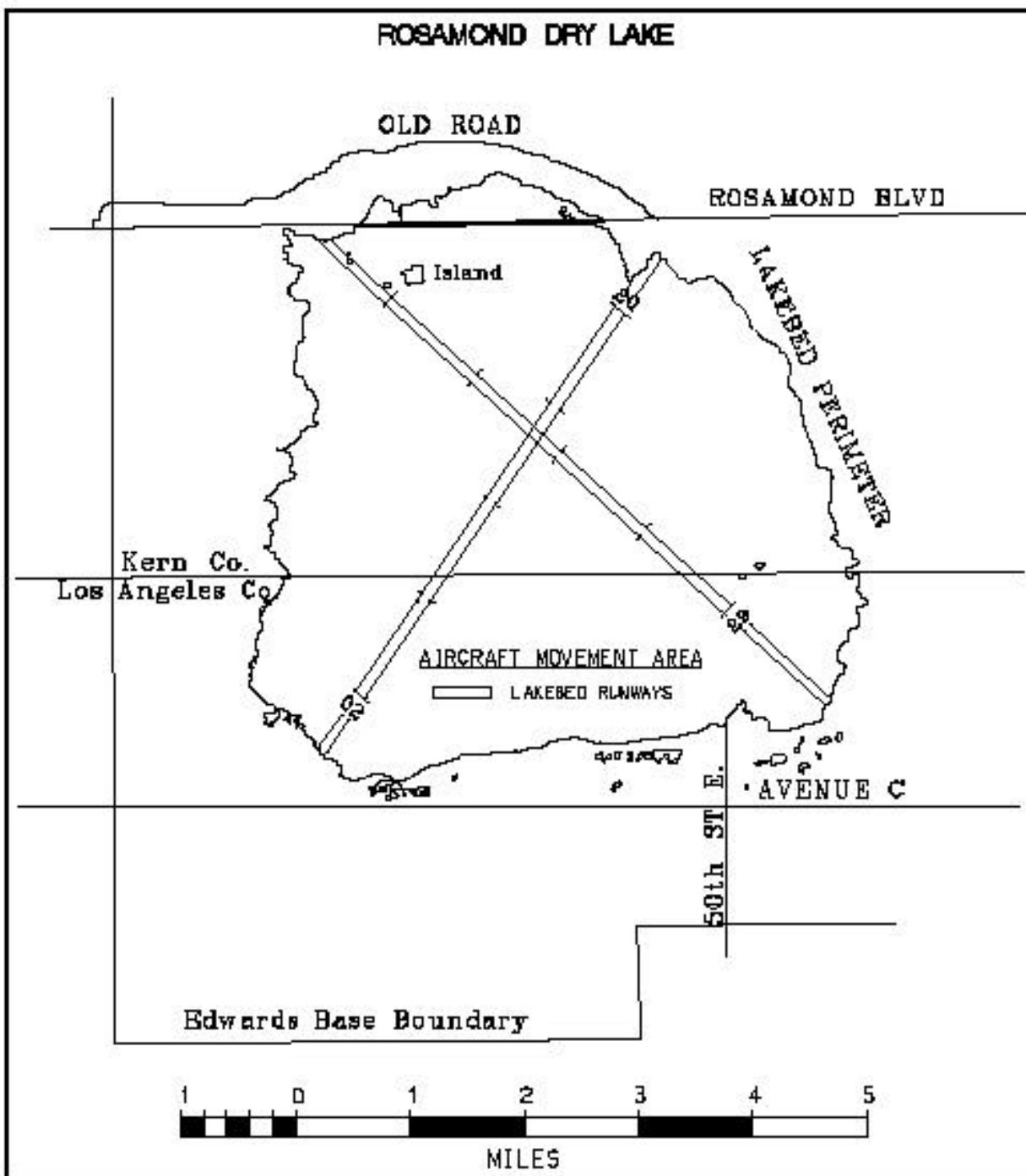
Attachment 1

RUNWAY/HELIPAD /LANDING AREA



Attachment 2

ROSAMOND DRY LAKE (ATCH 2)



Attachment 3**PERMANENTLY APPROVED CALL SIGNS**

The permanently approved call signs identified in this list may be used by authorized individuals to gain access to all runways and lakebeds. All vehicles/personnel must be in direct radio contact with the control tower or Command Post (CONFORM) while operating on a runway or lakebed.

1. Authorized to routinely enter/cross any runway or lakebed.

- All PONDEROSA call signs.
- Fire Department
- Flying Safety
- NASA #
- DMA #
- WEATHER #

2. Authorized to routinely enter/cross the Main Base Runway (Rwy 04/22) at any location.

- All PONDEROSA signs.
- Fire Department
- Chief #
- Crash #
- Engine #
- Fire (F) #
- Training (T) #
- Flying Safety
- Sweeper #
- Alert #
- *DRAGON #, Maverick #
- **Airfield Lighting; NASA

3. Authorized to routinely enter/cross the Main Base Runway (Rwy 04/22) at the center taxiway.

- All call signs listed in Para. 2.
- Maintenance#
- Medic
- *VORON #
- TORCH #
- ARDS #

4. Authorized to routinely enter/cross the Main Base Runway (Rwy 04/22) at the east end (Taxiway C.)

- All call signs listed in Para 3.
- The following may cross only:
 - AGE #
 - MET NAVY 3
 - PHOTO MOBILE (Base)
 - AIRLIFTER 3
 - BOEING PHOTO
 - SPORT 3
 - LAND MOBILE RADIO (LMR)
 - BOMBER S.I. #

5. Routine use of the Santa Fe Trail

- All PONDEROSA call signs.
- Flying Safety
- ***Range Control Officers
- DMA #
- WEATHER #

6. All deviations from the above authorized procedures must be pre-coordinated and approved by the airfield manager. Personnel using any other call sign that requires access on any runway or lakebed must also pre-coordinate and receive approval from the airfield manager.

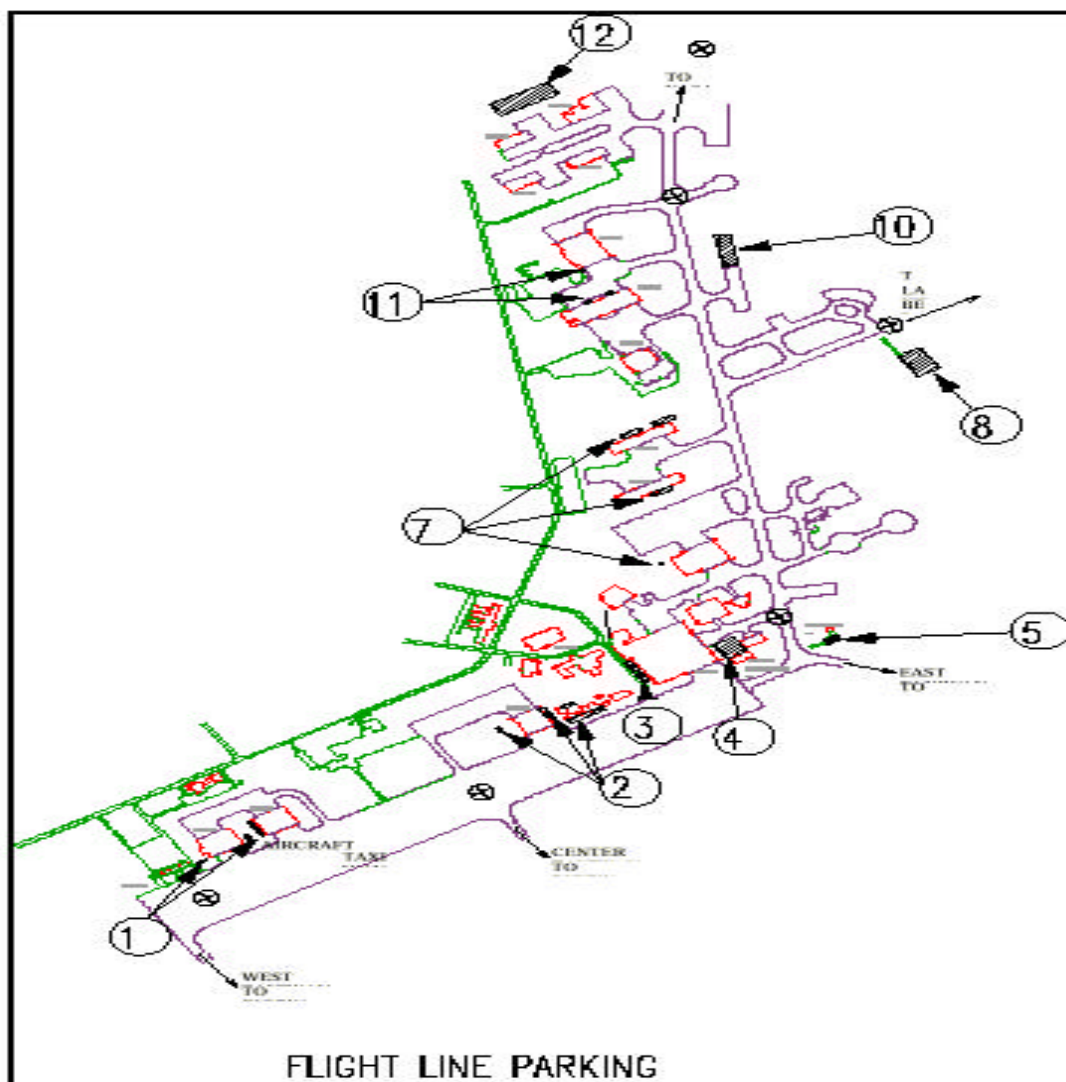
* Only when transporting munitions

** Only when working on main base runway lighting system

*** Lakebed crossings on the Santa Fe Trail are limited to TIME CRITICAL/MISSION ESSENTIAL travel only.

Attachment 4

FLIGHTLINE PARKING AREAS



Attachment 5

SAMPLE AFTTC FORM 5129

| FLIGHTLINE PASS REQUEST | | | | |
|---|----------------------------|--|----------------------------|--------------|
| TO: | | FROM: Unit Control Monitor's Name, Rank, Grade, and Phone: | | |
| FLIGHTLINE VEHICLE PASS | | FLIGHTLINE PARKING PASS | | |
| TYPE PASS | NUMBER OF PASSES REQUESTED | TYPE PASS | NUMBER OF PASSES REQUESTED | PARKING AREA |
| Green AFTTC Form 5436 | | White AFTTC Form 5436 | | |
| JUSTIFICATION | | | | |
| UNIT COMMANDER's Name, Rank, Grade, and Phone: | | SIGNATURE | | DATE |
| | | | | PHONE |
| <input type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED <input type="checkbox"/> EXCEPT ONE (See instructions) | | | | |
| APPROVING AUTHORITY's Name, Rank, Grade, and Phone: | | SIGNATURE | | DATE |
| | | | | PHONE |
| PASSES ISSUED | | SIGNATURE OF ISSUING OFFICIAL | | DATE |
| | | | | PHONE |
| PASSES RECEIVED BY Unit Control Monitor's Name, Rank, Grade, and Phone: | | SIGNATURE | | DATE |
| | | | | PHONE |

Attachment 6
SAMPLE AF FORM 171

| REQUEST FOR DRIVER'S TRAINING AND ADDITION TO U.S. GOVERNMENT DRIVERS LICENSE | | | | | |
|---|--------------------|--|--------------------------------|---|--------------------------|
| PRIVACY ACT STATEMENT | | | | | |
| AUTHORITY: E.O. 9397 PRINCIPAL PURPOSE: The principal purpose is to initially permit applying for government driver's license or addition to an existing license. ROUTINE USE(S): This form is used to certify vehicle operator proficiency training, familiarization training for contingency licensing, and document necessary changes to AF Form 2293 and AF Form 2256. DISCLOSURE IS VOLUNTARY: Disclosure of your SSN is voluntary; however, failure to disclose it may delay processing of your application. | | | | | |
| SECTION I - TRAINEE INFORMATION | | | | | |
| 1. NAME (Last, First, Middle Initial) FARMER, JOHN H. | | 2. RANK SSgt | | 3. SSN 123-45-6789 | |
| 4. UNIT 412 EMS/MAXX | | 5. DUTY PHONE 72905 | | 6. DATE OF BIRTH 20 Apr 68 | |
| 7. DAFSC | 8. SEX M | 9. EYE COLOR Blue | 10. HAIR COLOR Blond | 11. HEIGHT 77 | 12. WEIGHT 250 |
| 13. CIVILIAN LICENSE NO. P 35679 | | 14. STATE OF ISSUE FL | | 15. RESTRICTIONS GLASSES _____ NONE | |
| 16. SESSION I COLOR VISION TEST | | 17. SESSION II FLIGHTLINE ORIENTATION | | 18. SESSION III NIGHT FLIGHTLINE | |
| | | DATE: | | ORIENTATION DATE: | |
| 19. VEHICLE(S) EQUIPMENT (Nomenclature and management code to be added. Vehicle types/categories identified by "•" and "SHOP USE ONLY") Flightline Drivers Familiarization Course (VCO/VCNCO): General Purpose Vehicles to 1 1/2 ton. | | | | | |
| AUTHORIZED TO DRIVE ON FLIGHTLINE YES _____ NO _____ DATE: _____ Flightline Test Score: _____ Date: _____ | | | | | |
| SECTION II - TRAINING CERTIFICATION | | | | | |
| <input checked="" type="checkbox"/> I CERTIFY THE ABOVE TRAINEE HAS BEEN FULLY TRAINED ON THE VEHICLE(S)/EQUIPMENT LISTED IN ITEM 19 USING AN APPROVED LESSON PLAN. <input type="checkbox"/> I CERTIFY THE ABOVE TRAINEE HAS BEEN PROVIDED FAMILIARIZATION TRAINING ON THE VEHICLE(S)/EQUIPMENT LISTED IN ITEM 19 FOR "CONTINGENCY USE ONLY" OPERATION. | | | | | |
| 20. TYPE/PRINT NAME OF TRAINER (Last, First, Middle Initial) BROWN, JAMES L. | | 21. GRADE OF TRAINER TSgt | | 22. SIGNATURE | |
| DATE: 4 Mar 99 | | | | | |
| SECTION III - RECEIPT OF TRAINING STATEMENT | | | | | |
| I CERTIFY THAT I HAVE RECEIVED TRAINING AS INDICATED IN SECTION II AND NOW CONSIDER MYSELF TO BE QUALIFIED TO OPERATE THE VEHICLE(S)/EQUIPMENT IN ITEM 19 TO THE IDENTIFIED LEVEL OF COMPETENCE. | | | | | |
| 23. TYPE/PRINT NAME OF TRAINEE (Last, First, Middle Initial) FARMER, JOHN H. | | 24. GRADE OF TRAINEE SSgt | | 25. SIGNATURE | |
| DATE: 4 Mar 99 | | | | | |
| SECTION IV - CERTIFICATION OF TRAINEE | | | | | |
| I CERTIFY THAT THE ABOVE TRAINEE HAS BEEN TRAINED BY A QUALIFIED TRAINER FOR VEHICLE(S)/EQUIPMENT IN ITEM 19 FOR THE PURPOSE IDENTIFIED IN SECTION II. | | | | | |
| 26. TYPE/PRINT NAME OF SQUADRON CCO/VCONCNO (Last, First, Middle Initial) MOREHOUSE, WILLIAM T. | | 27. GRADE OF SQUADRON CCO/VCONCNO Lt Col, USAF | | 28. SIGNATURE | |
| DATE: 6/3/99 | | | | | |
| AF FORM 171, JUN 95 (EF-V1) (PaiFORM PRO) PREVIOUS EDITION MAY BE USED. | | | | | |

Attachment 7

TWO-WAY RADIO PROCEDURES AT EDWARDS AFB

Vehicle operators at Edwards AFB will not enter any active runway, Rogers or Rosamond Dry Lakebeds, or use the Sante Fe Trail without prior clearance via UHF/VHF/Trunk Net radio or NEXTEL. To ensure safe and expeditious access follow these radio procedures.

1. Listen to Radio. Make sure no one else is talking.

2. Encode the Tower. The person in the tower does not monitor the Trunk Net at all times. Pressing the encode buttons allows the ground controller to hear the Trunk Net. Ground Control's first priority is controlling aircraft on the ground. DO NOT assume that they are instantly listening to you.

Note: If your radio does not have the capability to encode, ask Base Operations to encode for you. Example: "Base OPS, Encode, please. The NEXTEL system does not encode. If you have trouble contacting ground control, ask Base Operations to contact the ground controller.

3. Initial Contact. After the encode tone has been transmitted, attempt initial contact. Wait until they answer before transmitting complete request. Example: "**EDWARDS GROUND, THIS IS (YOUR CALL SIGN).**"

4. Is Tower Listening? Ground Control should respond with "**(YOUR CALL SIGN), EDWARDS GROUND.**" Transmitting your request before knowing for sure the tower is listening is a waste of time. If they have not responded within 30 seconds, try again. Be patient, as the tower is a busy place.

5. Make Your Request Known. While holding short of the runway, respond to the tower with request.

Examples: "Request permission to cross Runway 22 at the approach end, North to South." Be sure to state present location, destination and direction of travel. If requesting runway access, the tower will want to know for how long and why. Be sure to monitor the radio at all times and be prepared to exit quickly.

6. Tower Instructions. Edwards Ground Control will acknowledge your request with your call sign and will then provide instructions such as "**Hold Short**" or "**Proceed as Requested,**" etc. It is **MANDATORY** that you repeat the instructions back to Ground Control.

Safety Note: Make sure you fully understand the instructions given to you **BEFORE** you move your vehicle. If you do not understand the instructions exactly, ask the Ground Control Operator to repeat the instructions. Confirm instructions by repeating what Edwards Control has relayed to you.

7. Report off Runway. After crossing, contact Edwards Ground again and tell them you are off the runway. Again, make sure they acknowledge you.

Example: "**EDWARDS GROUND, (YOUR CALL SIGN), IS OFF THE RUNWAY**". Tower will answer, "**(YOUR CALL SIGN), COPY YOU ARE OFF THE RUNWAY.**"

8. Prohibited Words And Phrases. Never use these words and phrases on Air Traffic Control frequencies: **CLEAR, CLEARED, CLEARING, OKAY, AND GO AHEAD.**

9. Hold Short Lines. Hold short lines are special painted lines on Main Base, North and South Base taxiways and helipads located on Taxiway A and Towlane H. For Taxiways, four parallel lines, (two solid, two dashed), yellow in color with black background located approximately 100 feet from the runway. For Helipads located on Taxiway A and Towlane H., four parallel lines, (two solid, two dashed), yellow in

color with black background located at least 100 feet from edge of helipad to allow for clearance of rotary blades. (NOTE: there are no Hold Short Lines on the Lakebed Runways).

Additionally, red vertical signs are posted on each side of the taxiways. These stop signs are painted on all roadways that lead up to runways and mean the same as Hold Short Lines. They state: **“STOP - ACTIVE RUNWAY - DO NOT PROCEED WITHOUT CONTROL TOWER CLEARANCE.”** They **may not** be crossed without control tower approval. It is vital that vehicle operators not proceed beyond these points while waiting for tower permission to cross or enter.

10. Activity On Rogers/Rosamond Lakebeds. There are 16 lakebed runways on Rogers and two on Rosamond. There are signs that state **“Aircraft Operational Area, do not proceed without approval of Control Tower”**, located at the entry points to the lakebed. Because of the numerous runways in the area, the entire lakebed is considered an aircraft movement area.

11. In the Event of Lost Communications between the Control Tower and any vehicle(s) on the movement areas i.e., Main Base, North Base, South Base hard surface runways and all lakebeds, exit the runway immediately at the nearest exit and remain off. The Control Tower will notify Base Operations/Airfield Management who will dispatch a representative to the vehicle(s) to investigate the reason for lost communications and either re-establish radio communication with the control tower, or escort the vehicle(s) off/out of the aircraft movement area.

12. If you have any questions please call Airfield Management at 277-3808 or 277-4071.

Attachment 8**SAMPLE BRIEFING FOR TDY PERSONNEL**

1. Specific Directions to/from work site.
2. Explain restricted areas. Use airfield map--brief areas to be avoided.
3. Location for entry control points.
4. Government vehicles do not require a vehicle pass to enter the flightline. Only POV and contractor vehicles require flightline vehicle pass for operation on the flightline.
5. TDY personnel must possess a valid state drivers license and may not operate a vehicle at a temporary duty location without a valid AF Form 483, Certificate of Competency, issued by the base of assignment, and if appropriate possess a valid AF Form 2293, Government Motor Vehicle Operators Identification Card, if authorized to operate vehicles with gross weight in excess of 14,000 pounds.
6. Drive with the drivers side of vehicle towards aircraft.
7. No vehicle will be positioned pointing towards any part of an aircraft unless servicing, loading, or off-loading.
8. At night, all vehicle operators will turn headlights to parking light position when an aircraft is approaching.
9. Speed limit on flightline road between the tower and Base Operations and all parking ramps is 15 MPH. Speed limit along vehicle roadways on taxiways A, B, C, D, E, and G is 30 MPH. Speed limit within 25 feet of any aircraft is 5 MPH. **CAUTION:** When Helicopter operations are in progress on Taxiway A or Towlane H stop at Hold Short Line
10. Explain that fire arms are not allowed in vehicles on the flightline.
11. Aircraft always have the RIGHT-OF-WAY over all vehicles at all times.
12. Add any other instructions/information deemed necessary as applies to the local area and unit specifics.

Attachment 9

**SAMPLE UNIT BRIEFING FOR DRIVING/PARKING POV ON FLIGHTLINE WITH WHITE/
GREEN AFFTC FORM 5436.**

Authorization to drive/park your privately owned vehicle (POV) on the flightline is a privilege, not a right, so OBEY THESE RULES:

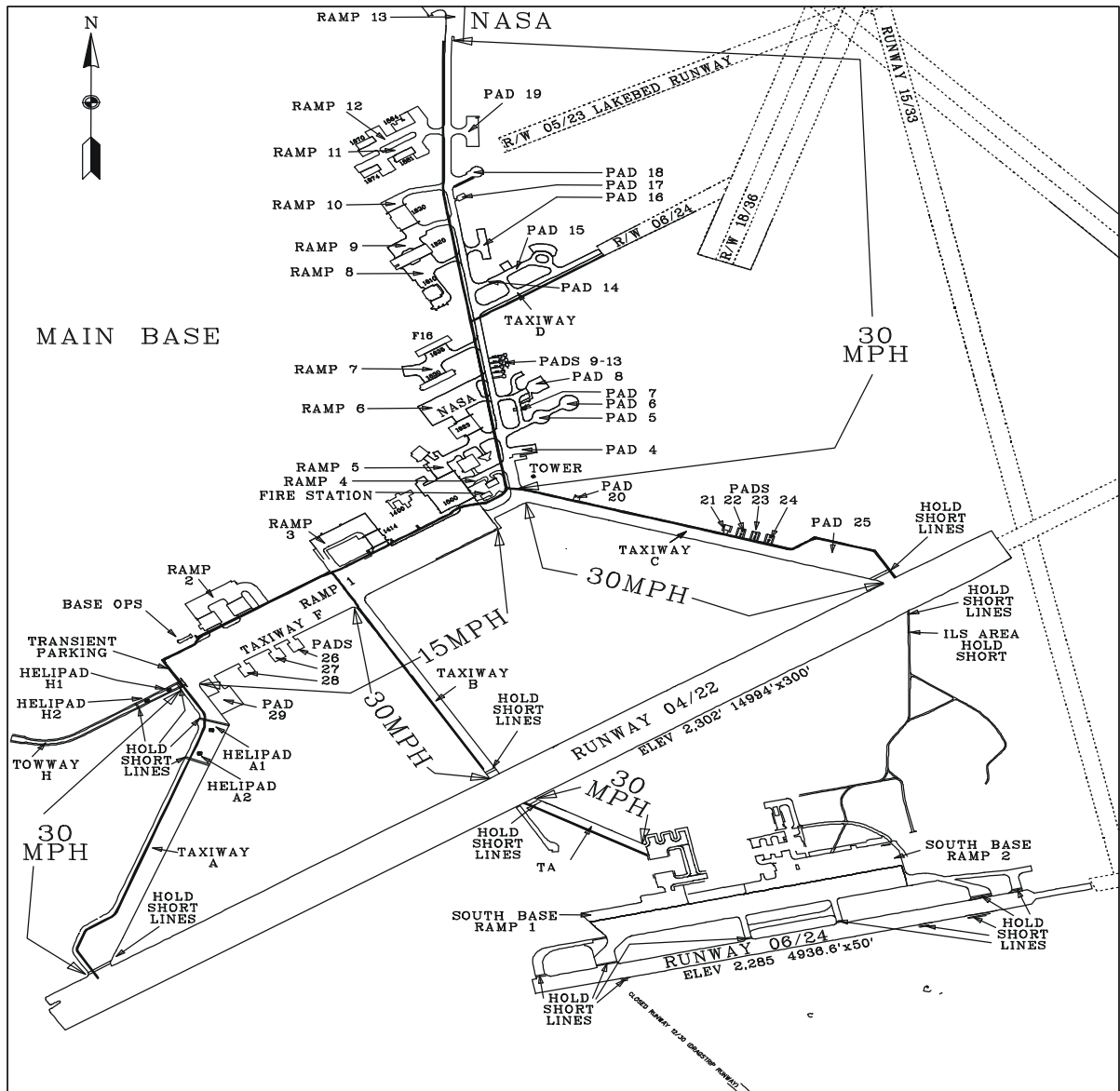
1. The (Your Unit) POV parking area is designated as Parking Area_____. Your vehicle is authorized only in this area. This vehicle parking permit **DOES NOT** permit you to drive to any other flight line location/area.
2. Enter_____ gate, and proceed directly to your assigned POV parking spot.
3. When on the flightline, display your permit so that it can be seen at all times by the Security Police. (Exception: When operating a motorcycle, the permit should be removed and placed in a secure environment to prevent theft of the parking permit, and be readily available should the Security Police request).
4. Obey all speed limits (MPH in our area) and all stop and yield signs painted on the pavement.
5. Drive within the white/yellow designated roadway lines.
6. DO NOT LOAN YOUR PERMIT TO ANYONE.
7. Remove and secure your permit out of sight immediately upon departing the flightline area.
8. Upon departure from (Your Organization), your permit must be returned to the Unit Vehicle Control Monitor/Officer/NCO.

I certify that I have read/understood/accept
my responsibility.

Pass Number_____

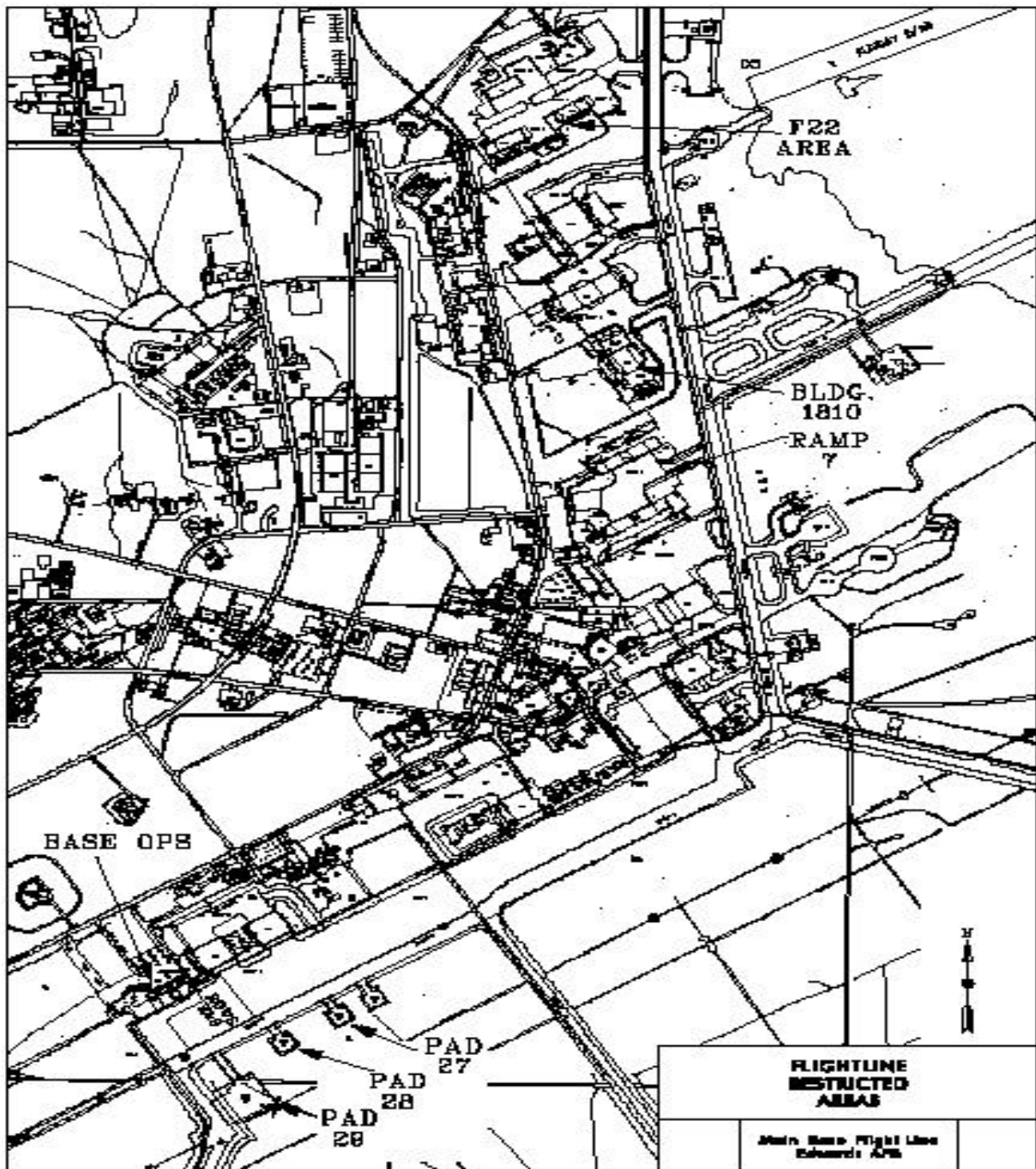
Attachment 10

FLIGHTLINE AREA AND SPEED LIMITS



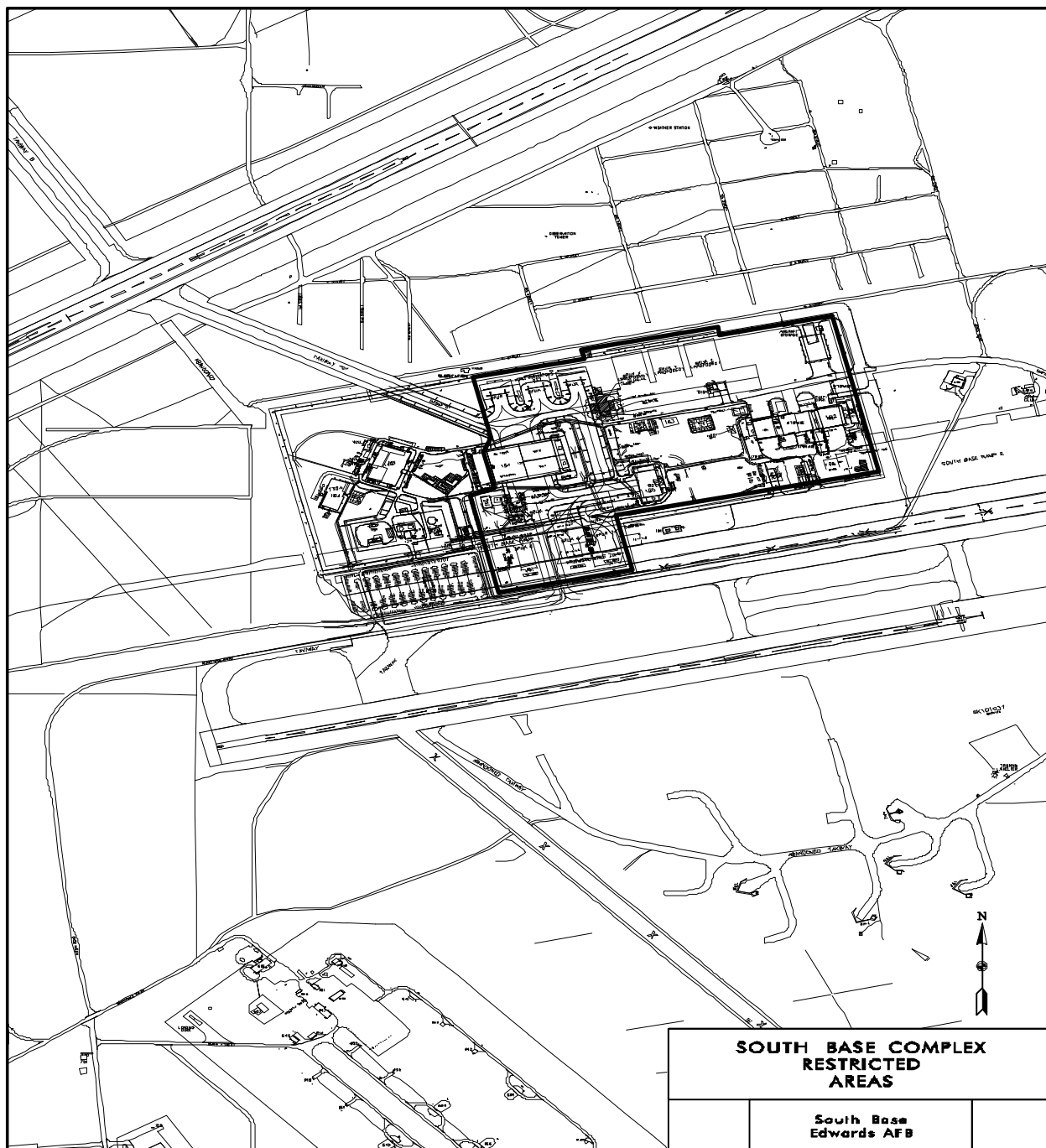
Attachment 11

RESTRICTED AREAS (MAIN BASE)



Attachment 12

RESTRICTED AREAS (SOUTH BASE)



Attachment 13

AIRFIELD VISUAL AID SAFETY PLACARD

U.S. Department of Transportation
Federal Aviation Administration

Ground Vehicle Guide to Airport Signs & Markings

Airport Signs — Action and Purpose

| Color and Type of Signal | Standard Purpose Message |
|------------------------------|-------------------------------------|
| STEADY GREEN | Cleared to Cross, Proceed or Go |
| FLASHING GREEN | Not Applicable |
| STEADY RED | STOP |
| FLASHING RED | Clear the Taxiway/Runway |
| FLASHING WHITE | Return to Starting Point on Airport |
| ALTERNATING RED/GREEN | Exercise Extreme Caution |

| | | | |
|---------------|--|------------|--|
| 4-22 | TWY/RWY HOLD POSITION: Hold Short of Runway on Taxiway | | HOLD POSITION BOUNDARY: Exit Boundary of Rwy Protected Area |
| Also... | RWY/RWY HOLD POSITION: Hold Short of Intersecting Runway | | ILS CRITICAL AREA BOUNDARY: Exit Boundary of ILS Critical Area |
| 8-APCH | RWY APCH HOLD POSITION: Hold Short for Acft on Approach | | TWY DIRECTION: Defines Direction & Designation of Intersecting Taxiway(s) |
| ILS | ILS HOLD POSITION: Hold Short of ILS Critical Area | | RWY EXIT: Defines Direction & Designation of Exit Twy from Rwy |
| | NO ENTRY: Identifies Paved Areas Where Aircraft Entry is Prohibited | 22↑ | OUTBOUND DESTINATION: Defines Directions to Take-Off Runways |
| | TAXIWAY LOCATION: Identifies Twy on Which Vehicle/Aircraft is Located | | INBOUND DESTINATION: Defines Directions for Arriving Aircraft |
| 22 | RUNWAY LOCATION: Identifies Rwy on Which Vehicle/Aircraft is Located | | TAXIWAY ENDING MARKERS: Indicates Twy Does Not Continue |

4-22 Holding Position Markings

ILS ILS Critical Area Markings

Tower Frequency _____ **Ground Frequency** _____

References: Airmen's Information Manual (AIM), and Advisory Circular 150/5340-13C, Standards for Airport Sign Systems
FAA Form 5200-7 (05-00)

FAA - Airport Certification Program
NSN: 0052-00-910-1000

